Washington.

REPRESENT VARIOUS COMMERCIAL BODIES

Representatives Present from Many of the Leading Cities of the Country-Detailed Report of Proceedings.

WASHINGTON, Dec. 17 .- The first regular meeting of the National Association of Freight Commissioners was held here today for the general purpose of effecting a permanent organization. The members of the association represent commercial bodies in their respective cities and are charged with the duty of securing equal justice for shippers to their dealings with the transportation companies. It is not, it is said, essentially antagonistic to the transportation lines, but acts in the capacity of mediator between such lines and shippers. Another purpose of the organization is said to be the proper presentation of the shippers' side of the questions which may be at any time under consideration by congress. Those present at today's meeting were: N. B. Kelly of

EVILS OF POOLING.

The proposition to legislate in favor of pooling embraces greater possibilities than is usually conceded from the fact that it places in the bands of the transportation interests and indomitable power not necessary in the protection of their property and not extended to any other business interest in this country. Where different localities are enabled today and always have been to maintain their commercial importance, due to the fact of reasonable competition between interested carriers under pooling, their ability to continue the progress so far attained will be hampered materially, and in many instances measurably destroyed. Their trade will be restricted to a limited area, except that where aid in the extension thereof will be found to the pool interests. The constant aim of the railroads will be to charge all classes of freight to the highest extent possible, and furnish such facilities as will enable them to carry on the business to their salisfaction rather than that of the interests they are supposed to serve.

The commercial organizations on record posed to serve.

The commercial organizations on record

in support of the proposed legislation base their opinions on the belief that pooling will remove the granting of rates to favored will remove the granting of rates to favored shippers, thereby maintaining an equality and placing the smaller shipper in position to demand the same recognition as is extended to the man who has a rate, but the strongest endorsements of pooling emanate as a rule from the largest shippers in the country whom we well know never pay tariff except on paper.

While pooling laws might remove some discrimination between shippers in one locality, it would create unjust discrimination between localities as a whole. There-

tion between localities as a whole. There-fore, in viewing the matter as we should fore, in viewing the matter as we should from a standpoint as representatives of our respective cities and the territory tributary thereto, we should take into consideration the fact that the possibilities of loss are far greater than the possibilities of gain. The prompt movement of freight by the class designated is of much importance to the shipper in the future of freight contracts, particularly in the grain business. Briefly stated, the inevitable rules of legalized pooling would be: First, the loss of power to restrain unjust discrimination against localities; second, service, both freight and passenger, inadequate to the needs of the country; third, performance of minimum service at a maximum charge; fourth, decrease of legal liability of individual lines; fifth, the mortgaging of the traffic of our entire country to the railroads, vesting in them absolute power to handle it as they see fit. In addition to these there are other reasons which would be more apparent under the practical workmore apparent under the practical workings of a pool.
FAVORS POOLING.

Mr. Kelly, in speaking in favor of pooling,

The subject we have under consideration has been approached, discussed from every possible standpoint by many of the most able men a lied with the affairs of transportation. The only new data that I can place before you is included in a letter received some time ago from one of the ablest writers on this subject. He states the number of stockholders investing in the Lehigh Valley railroad and of the Pennsylvania is \$,651, of which over 50 per cent are women; those of the Pennsylvania railroad are 25,649, of which 40 per cent are women. The ability of those two great corporations to earn a return for their many owners means a great thing; something which does not glow through the number of cold quotations in the daily stock markets. It means peace of mind and happiness in thousands of homes, as its opposite means misery and want.

If about one-third of the railroad mile-If about one-third of the railroad mileage of the country gives due return to the people there must be some great underlying reason, and this reason we believe will be found at the roots of the Upas tree of governmental dictation, the only remedy for which we believe must be sought in the creation of a strong public sentiment, radiating from the stock and bondholding classes outward demanding that freedom of co-operative action which practical officials of the carrying interests as well as the large majority of the commercial interests believe will bring prosperity where it is most needed, It is a splendid advantage to be arrayed upon the side of the right and this is the manifest attitude of those in favor of the resolution which is now before favor of the resolution which is now befor

this is the manifest attitude of those in favor of the resolution which is now before you.

In a conversation recently with a prominent official of the trunk lines of the Joint Traffic association he stated that he personally would be willing that the power of making rates for the railroad companies be placed in the hands of a fair-minded commission, believing that the receipts of the road would be greater than when the rates were made as they are today by the railroads themselves.

It is my belief that the carriers as a rule have had no actual control over the rates, either individually or collectively, during the past few years, they having been made for them by the force of competition, which is a far more dangerous and remorseless force than is likely to inspire any commission constituted by the United States government to do justice between the parties. We must all realize that no permanent material prosperity can ensue unless the transportation companies, as well as the merchants, are remuneratively employed.

Officers were elected for the ensuing year of failure.

Officers were elected for the ensuing year os follows: President, N. B. Kelley of Philadelphia; vice president, John A. Smith of Charleston, S. C.; secretary, W. E. Trickett of Kansas City; treasurer, W. F. Maxwell of St. Lecent St. Joseph Mo.; executive committee J. Vallandingham of St. Louis, F. B Thurber of New York, L. B. Boswell of Quincy, Ill., J. S. Vavant of Memphis, Tenn., and J. B. Denison of Galveston, Tex.

Annual meetings will be held in Wash-ington the day preceding the opening sesgion of the national board of trade.

Resolutions were adopted asking that additional powers be conferred on the Inter-state Commerce commission to meet the weakening of its powers by judicked pro-ceedings; requesting all railroads to adopt uniform rate classifications prior to January 1, 1899, and endorsing the pending anti-

Eastern delegates submitted a resolution favoring and western delegates a resolution opposing pooling bills. An agreement being found impossible the association adopted a resolution referring the resolutions of-fered back to the members of the associa-

Costs more—worth more, because pure—Wright's oure, old-fashioned buckwheat flour

Fawkner Out on Bonds. Alfred Fawkner, charged with defrauding William Butts out of \$237 through some advertising contracts, succeeded in giving bonds last evening in the sum of \$000. The case is set for a hearing Monday at 2 o'clock, Fawkner pleaded not guilty to a charge of oblaining money under false precises. He says his arrest is due to spite work upon the part of Butts. He and Butts had entered into a compact to carry

DISCUSS POOLING QUESTION through an advertising scheme and Butts had agreed to supply the money. The scheme had failed to pan out and his arrest, so Fawkner says, is merely a movement upon the part of Butts to even matters. Fawkner asserts that Butts can bring no proof of illegal dealing upon his part,

NEW POSTOFFICE WILL BE READY. Quarters Could Accommodate th

Furniture if It Were Here. If the furniture for the postoffice quarters In the new federal building arrives in this city by the first of the month, there is no question that it can be at once put into place and the removal of the department can be made at once. That is what everybody about the new postoffice building says The first floor is almost ready for pancy. The marble arches for the front entrances will not be finished, although work is being done on them now, but that will make no difference. With that excep tion the interior of this floor is almost finished. Workmen are now engaged in put ting the finishing touches on the plastering Others are going over the woodwork, oll-ing and polishing it. The electric lights and wires are being put in.

There will be no delay about the heat.
Two boilers have been erected and are in
operation and the building is now comfortably warm. The work on the other boilers will be pushed under instructions and Contractor Manning says that there is not the slightest question that the heating plant will be complete by the middle of January.

The Silent Cosmos club was entertained are to be made very prominent in the pres-last night at the home of Miss Forbes, 1832 ent session of congress, and the railroads ent at today's meeting were: N. B. Kelly of the Trades league of Philadelphia, Chairman W. P. Trickett of the Kansas City Trades bureau, Secretary M. J. Vaclandingham of the St. Louis Traffic bureau, L. A. Hoswell of the Quincy (Ill.) Freight bureau, George A. Schroeder of the Milwaukee Freight bureau, F. W. Maxwell of the St. Joseph (Mo.) Commercial Club and Jobbers' Transportation bureau, President F. B. Barber of the American Export Association of New York, George A. Andersoo of the Pittaburg Chamber of Commerce, J. A. Smith of the Charlecton (S. C.) Freight bureau, J. A. Farley of the Dallas (Tex.) Freight bureau, F. L. Brown of the Pacific Coast Hardware and Metal association.

Addresses were delivered by Messrs. Kelly and Trickett. Mr. Trickett said:

EVILS OF POOLING.

The proposition to legislate in favor of pooling combraces gravity program was given, opening with a and profitable time was enjoyed. A literary program was given, opening with a selection from Macbeth by Miss Crawford. Miss Crawford is considered one of the mest graveful and accurate interpreters of the sign language in the west and read the lines in a manner intelligible to even the unlearned, Miss Lockhart then gave the declamation, "Kate Shelby," and described bureau, F. C. Breight bureau, J. A. Smith of the Charlecton (S. C.) Freight bureau, J. A. Farley of the Dallas (Tex.) Freight bureau, F. L. Brown of the Pacific Coast Hardware and Metal association.

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A full attendance of the Unity club was present at the home of William Wallace, 1420 Harney street, last night. With this meeting the new topic, "France," under the general head, "Modern European Hisawyer and a jurist, Rev. Newton at, Mann closed the program with a paper on "The Second Republic and the Second Empire". He spoke of the short provisional republic of 1848 and the social and political sustoms of the following period during the power of Louis Napoleon, The next meeting of the club will occur on January 7.

The ninth annual ball of Journeymen the armory of the Thurston Rifles last night. The evening was pleasantly passed with a program of twenty-three dances.

Lecture on Hygiene Dr. Eleanor Daily delivered a lecture to he gymnasium class of the Young Woman's Ohristian association last evening. The lecture treated of hygicae and topics of in-

Mrs. Mary Bird, Harrisburg, Pa., says. My child is worth millions to me; yet I would have lost her by croup had I not invested twenty-five cents in a bottle of One Minute Cough Cure." It cures coughs, colds and all throat and lung troubles.

### PERSONAL PARAGRAPHS.

Mrs. C. Green left for Chicago last night. H. S. Thompson of Chicago is at the Mil-D. S. Garrison of Sioux City is a Barker

D. P. Marsh of Janesville, Wis., is a Barker guest. John Linden of Lemars, Ia., is at the

W. N. Babcock left on a short eastern trip last night. C. T. Westlake of St. Louis is registered at the Millard. J. F. Dolan and J. G. Smith started yester-

lay for Denver. Mrs. H. W. Nieman and son of Schuyler re Millard guests. W. D. Hitchcock arrived home yesterday

rom a western trip. Chauncey K. Neale of Los Angeles, Cal., an be found at the Barker. W. B. Johnson and W. F. Clark are Chi-

ago arrivals at the Barker. F. J. Mulvihill, chief clerk of the Pullman company, started for Chicago last night. J. H. Erford of Lincoln, R. W. Loplin of Wymore and O. G. Baker of Beatrice are state arrivals registered at the Barker.

If you were to sit down with Drex L. Shoman and figure out how much spent for toys on that boy-and then know how much more acceptable shoes would be to him-we don't think you would hesitate about coming here and investing in a pair of our boys \$1.50 shoes—only a dollar and a half—we know the price is away down-but we've no intention of asking \$2.00 or \$2.50which we could and then give you the usual shoe value-No, we only add enough to the cost of our boys shoes to run that department, that's why you always get such big values here for the money expended-We have other priced shoes for boys-any of which will make

### good Christmas presents. Drexel Shoe Co., 1419 FARNAM STREET

New fall catalogue now ready; mailed for the asking.

My dad never does tings by halveshe jist give his kid de best pair of skates -an' de purtiest tabugan you'se ever see -it's de same way wid b'm on pricesnow jist take de terbacker prices he give de dealers fur de last two Sundaysdere ain't nobody dat ever done it so low before-next Sunday dad's goin' ter do de same ting-only better-dat's fur de dealer-but de Stoecker cigar-de fivecenter-is fur youse fellers-an' yer can't ever git anodder like it-unless it's a Stocker-all de dealers sell de Stoecker cigar-so does my dad-at his shoke house where dis kid is.





PROLING

Two Points in Comm salon's Report of Great Local Interest.

RAILROADS FOR ONE AND AGAINST OTHER

Report of the Interstate Commerce Commission Revives the Discussion of Two Topics of Perennial Importance.

The publication of a very full synopsis of for the months of October, 1897 and 1896. The the eleventh annual report of the Interstate gross earnings show an immense increase, issue of The Bee gave railroad men an opportunity to learn the stand of the commission on several ratiroad problems that have been agitating railroad circles for some time, The consensus of opinion is that the report is a weak document, in that it chiefly pleads lack of authority for failure to accomplish greater results during the year.

On the other hand, the statement that the majority of the commissioners favor the egalization of railroad pooling and the endorsement of the anti-scalping bill greatly pleases the railroad officials. These two issues ent session of congress, and the railroads are working tooth and nall to accomplish the passage of bills legalizing pooling and prohibiting scalping. Commercial clubs and traffic bureaue all over the country unite in a protest against the pooling bill and the 1897 were \$10,029,884.76, against \$8,737,173.37 scalpers wage an active warfare against the anti-scalping bill. A rumor from Washing-ton received here within the last few days is to the effect that the railroads realize that both bills that they desire cannot be passed, and that they will soon abandon the pooling bill and redouble their efforts to get the anti-scalping bill through congress.

SCALPERS NOT SCARED. Although the railroad men seem to think the chances for the enactment of an antiscalping law are good, the ecalpers are not one whit dismayed. A recent general arsers. money with which to fight the railroads' anti-scalping crusade, ex-President Philbin of the Ticket Brokers' National association said to The Bee: "The passage of an antiscalping bill by congress will not settle the question of whether or not the ticket brokers the general head, "Modern European History," was taken up. The first sessions of the club were occupied with the consideration of Great Britain in the nineteenth century, and with ast night the subject of French history since 1800 was begun. The first paper was contributed by Miss Vilia B. Shippey and embraced the period from Napoleon to the second republic, Miss Shippey described the rapid procession of ministers from 1815 to 1848, and spoke of the chaotic condition of the government during that time. "The Code Napoleon" was treated by Judge W. D. McHugh, who brought to the criticism of the embodied law of the French the preparation of a lawyer and a jurist, Rev. Newton M. Mann closed the program with a paper on carry on a legitimate business. It looks now as though the bill might pass. The ticket

declare It. will so declar for one minute courts yourself to think that the passage of an anti-scalping bill by congress is going to destroy the business of all the ticket brokers in the country. The question will be argued from the brokers' side in the courts as it has never been presented before, and I, for one, am willing to leave the question to the courts to decide, believing that they will once and for all time declare anti-scalping legislation un-constitutional."

PASSENGER MAN'S OPINION.

A well known passenger man said: "The scalpers are with us, and as long as they are no railroad overs particularly about incur-ring their comity. But I do not believe the lutions by various commercial, manufacturers and travelers associations in favor of the passage of the anti-scalping bill give some idea of public opinion on this evil. As has been said before, 'it is a national disgrace.' Yes, I have heard the talk about the scalpers going into court to test the law if the bill becomes a law but I think the ancal to ers going into court to test the law if the bill becomes a law, but I think the appeal to the courts will do them but little good."

There is a third view of the anti-scalping crusade, and may be termed "the business man's view." An Omaha citizen expressed this view of the matter as follows: "I do not or wrong. According to my code of ethics the practice is not. But I don't care whether it is right or wrong, it is a fact that the rail, roads themselves hold the key to the situation. They could stop the scaling of the scalping business is right tion. They could stop the scalping of tickets within twenty-four hours if they wanted to.
I doubt if there is a city office of a railroad
line in Omaha that doesn't deal directly with the scalpers. If the railroad men think that the scalping business is such a dreadful wrong why don't they stop dealing with the brokers. Take a trip through the local ticket offices and what class of patrons will you find the most numerous? The scalpers, every time. It makes me laugh to hear the railroads prate about the ticket brokerage business being 'a national disgrace.' If it is why don't they stop it? They have the

Southwestern Passenger Association. Following the death of the Transcontinents: Passenger association before its birth comes the news that the Southwestern Passenger association is in a bad way, and is likely to become decrased at any moment. There will be a meeting of the representatives of southwestern lines in St. Louis next week with a view of keeping the Southwestern Passen-ger association alive, but rumor has it that a few of the lines want to see the associa-tion expire at any cost.

The weikening of the Southwestern Pas-senger association has come about through the withdrawal of the Chicago, Rock Island & Pacific railroad. In withdrawing from the association the Rock Island announced that it could see no good of paying assessments to

Commerce commission in yesterday morning's and although the expenditures increased very largely the net earnings for October, 1897, are considerably ahead of those of October, 1896. The statement is regarded as one of the best ever leaved by the Union Pacific. The increase in earnings is due largely to the increased movement of freight, live stock, grain and merchandise during the month of The gross earnings of the entire system for 930,831.78 for October, 1896, an increase of \$180,234.29. The expenses, excluding taxes, were \$1,193,938.13. against \$1,042,851.99, an locrease of \$151,086.14. The surplus of eart ings over expenses was \$917,127.94, against \$887,979.79, an increase of \$29,148.15. For the ten months of 1897 ending October 31 the gross earnings of the entire sys tem were \$15,703,334.07, against \$13,525,722.26 for the corresponding period of 1896, an increase of \$2,177,511.81. The expcuses, excluding taxes, of the first ten months of

The receivers of the Union Pacific system

have just issued their comparative statement

of the earnings and expenses of the system

first ten months of 1897 of \$884,900.42. MAXIMUM RATE CASE DECISION

in the first ten months of 1896 to \$4,788.

Possibility of the Supreme Court's Opinion Coming Next Monday. Ratiroad men are eagerly looking forward to an early decision of the United States sument of \$40 from every scalper in the country is said to have furnished a large sum of preme court in the Nebraska maximum rate the Baldwin locomotive works. case. Rumor has had it around for some at Washington. In speaking of the time that this decision is favorable to the eral Manager Ramsey and General Superincialping crusade, ex-President Philbin of railroads, but each time the Washington correspondents would anticipate the decision it would apparently be withheld. Next Monday, December, 20, is opinion day with the su-preme court, and a number of railroad offi-cials who have been closely following the case believe the decision will be handed down at that time. If not announced then, the decision will go over until after the Christmas holidays.

General Solicitor Manderson of the B. & M then asked his opinion on the matter, said 'If a majority of the court are united on a cision it may be handed down on Monday But it may be kept till after the recess for the holidays, even though agreed on, for I understand there has been a great rush of has in legislative halls. His business is a require some time to transcribe the decision. perfectly legitimate one, and I believe the court of eight judges should be evenly divided on the question the court wauld walt until Judge McKenna had taken his seat, and would then probably order a rehearing of the case. It is not the custom of the United States supreme court to decide a case on the briefs when a new judge has taken his seat after the case has been heard. It is cossible, therefore, that there may be another hearing of this case."

> SNOW STORM QUITE EXTENSIVE. All Omaha Roads Have Delays or

Account of the Fall. Thursday night's fall of snow covered the tracks of all railroads leading into Omaha. All Iowa and Nebraska railroads looked scalpers are long for the business they are at present engaged in. The passage of resotwo to four hours late in reaching Denver. also The Union Pacific reports snow of about tion.

the state being chilly enough to send the sent here to be refined. mercury twenty-five degrees below the zero mark. The most snow was reported from the following stations at 8 o'clock this morning: Plattsmouth, 2; Omaha, 3; Ashland, 3; Lin-coln, 5; Seward, 4; Aurora, 4; Grand Island, 2; Crete, 4; Loup City, 4; Fairmont, 6; Harvard, 10; Hastings, 5; Kearney, 4; Holdrege, 4; Republican, 3; Norton, 2; Oberlin, 5; Oreans, 6; Herndon, 6; Arapahoe, 6; McCook, 4; Minden, 10, and Oxford, 8.

TWENTY-EIGHT HOURS PER WEEK. Working Time in Union Pacific Shops

Temporarily Reduced. The usual winter reduction of the time employes in the Union Pacific shops here went into effect on December 15. For the next thirty days, possibly sixty days, all men in the shops will work four days of seven hours each in each week. Throughout the fall, up until Wednesday of the present week, the men have been employed five days of eight hours each during each week.

In speaking of the reduction yesterday General Manager Dickinson said: duction is a temporary one. It will last thirty or possibly sixty days. We found that the expenses of the motive power department for this month had to be cut down, and gave orders to Mr. McConnell to make the neces-

A representative of the shops said: "Last skin diseases.

In umbrellas we are showing dicided novelties-beautiful Desden bandled ladies' umbrellas at from \$1.95 up -Gentlemen sterling silver top umbrellas \$2.25 and up-Gentlemen's umbrella and cane sterling top \$3.50 and up-We are showing the largest line ever brought to Omaha of the elegant Dusden handle umbrellas for ladies-and the natural wood handle umbrellas for the gentlement-We've always shown the largest variety of these goods-but we've outdistanced ourselves this year-while the prices are much more reasonable than they have been in the past-Why not select an umbrella for a Christmas present.

## C. S. Raymond Co., Jewelers,

15th and Douglas Streets.

We do not claim to sell spectacles at bargain counter prices-but we do claim to give you the very lens your eye requires—which to you should be of greater importance than the price—Our price, however, this always been considered very reasonable by everyone that has sought our help-that's it exactly-we help-you take no chance of forever ruining your eyesight when you leave it to us-why-simply because we know the business of the optician from A to Z-and have a complete manufactury where we do all our own work-and that of others, too-here you get the benefits of Mr. A. I. Agnews years of experience-and every modern eye testing-lens making appliance-examinations always free-any working day

Columbian Optical Co ARTISTIC, SCIENTIFIC AND PRAC-DENVER, OMAHA, KANSAS CITY,

keep up an association that was doing no good. The object of the association was to instituting rates among the lives, but every passenger men knows that rates to points in Texas have been in a bad shape for some time and rately get within speaking distance of the tariffs that, are published for the guidance of country, agents. The demoralization is Texas rates and the inability of the same it was necessary to either reduce the force or reduce the same, it was necessary to either reduce the force or reduce the same. Southwestern Fessensier association to prevent it have apparently given the association hours. The latter course was pursued. The men have worked forty hours a week this fall up to Wednesday. Now they will work twenty-eight hours a week for a period of probably their days." probably thirty days." Big Surplus for the Month of Oc-

Low Grain Rates to the East. MILWAUKEE, Wis., Dec. 17 .- Grein rates to the east took an astonishing drop today Fifteen cents on 100 pounds of grain and flour in car lots from Milwaukee to New York, 13 cents to Philadelphia, and 12 cents to Baltimore are the new figures. Shippers today are getting as low a rate as though the lakes were open, whereis navigation has practically ceased. No one can recollect a time when all rail rates to the east bave been as low at this time of the year as they are at present.

Great Western's Earnings. CHICAGO, Dec. 17.-The net earnings of the Great Western road for the month of November were \$139,182, an increase of \$86,-662 over the same month of last year. From July 1 to November 30 the net earnings of the road have been \$793,158, an increase of \$264,938 over the same period of the preced-

Express Company to Move. ST. LOUIS, Dec. 17 .- The general offices of the United States Express company will be removed from this city to Cincinnati January The two divisions will be connected with headquarters there. No reason for the during the corresponding period of 1896, an increase of \$1,292,711.39. During the first ten months of 1897 the surplus of earnings over expenses amounted to \$5,673,449.31 and change has been made public.

Railway Notes and Personals. J. C. Bramhall, traveling passenger agent of the Burlington route, is in the city from 548.89, an increase in the surplus for the St. Joseph.

George M. Entrikin, assistant general freight agent of the Quincy route, has re-turned from a trip to St. Louis and Kacsas

The Wabash has awarded a contract for

fifteen new freight locomotives, five to the A recent visit of Vice President and Gento rumors that the Wabash is contemplating

building into Quincy. Three routes are posed; one each from Camp Point, Hulls and Associated Charities Has Urgent Calls for Maysville. It is announced from Dallas, Tex., that the general offices of the "Katy" road are to

be removed there from St. Louis soon after January 1, 1898. A. A. Allen, vice president and general menager of the road, is au thority for the statement. He says he shall remove his office and a number of the accounting offices to Dallas early in the year. The change is due to the complaint of the Texas Railroad commission that not enough records of the "Katy" were kept in the the "Katy's" charter to operate a railroad in Texas annulled if the general offices were not removed to that state.

BOX CARS LOADED WITH SILVER Hundred Thousand Dollars

Worth of the White Metal. A few days ago two dingy freight cars, as insignificant in appearance as thousands of others which are continually passing in and out of the city, were unostentatiously switched into the yards of the smelting works. A ossual observer would not have imagined that they carried property worth a matter of fact the freight in each was valued at very nearly \$100,000, a total valuation of almost \$200,000 for the two.

The appearance of the freight was alike to Mother Goose when she picked her deceiving. The cars were loaded with flock. As a result all trains into Omeha boxes of no unusual appearance and of no were delayed from one to two hours. The very great size. The only peculiar thing rains from Chicagolwere from ten to thirty. about them was that each was scaled thrice. five minutes late. The fall of snow was but even this might have escaped any par-heavier in the western part of the state ticular attention. Moreover one man than hereabouts, and, as a result, the trains watched each car all the time, but they leaving here Thursday afternoon were from were so nonchalant apparently that this also would not have attracted much atten-

six inches in depth from Omaha to North
Platte, with but little snow west of the latter
place. The thermometer registered cold
westher all along the "Overland Route" in
ble metal. Each box was of comparatively
the box was promised a donation of \$50 and a private individual has forwarded a check for \$100.

There must be more.

The calls for assistance do not come so much from families in health. Men in health Nebraska, being four degrees below zero at small size, yet it was so heavy that any Omaha, and eighteen degrees below at Sidney, prospective robbers would have had diffi-Neb., early this morning. Neb., early this morning.

The B. & M. reports cold weather along its lines, several points in the western end of came from Great Falls, Mont., and 'was

Joint Entertainment Committee. The first meeting of the joint committee to consider hotel and lodging accommodations, entertainments and other matters for the visiting convention delegates to the city next year will hold its initial meeting for the purpose of organization Monday after noon at 2 o'clock. Secretary Utt o Commercial club issued the call today.

The full committee is as follows: W. L. Ross, Mrs. George A. Joslyn, Mrs. Draper Smith, of the Omaha Woman's club E. E. Bryson, H. J. Penfold, Walter Jardine, of the Knights of Ak-Sar-Ben; Dudley Smith, Arthur C. Smith, C. M. Wilhelm, of the exposition directory; J. H. Dumont, J. E. Baum. J. E. Utt, of the Commercial club

Dance at Patterson Hall. A dance given by The club of North Omaha took place at Patterson hall last night. The affair was informal. There

J. A. Perkins of Antiquity, O., was for thirty years needlessly tortured by physi-cians for the cure of eczema. He was quickly cured by using DeWitt's Witch Hazel Salve, the famous healing salve for piles and







FOR THE COMING YEAR WILL HAVE

# A Full-Page Fashion Supplement Printed in Colors **EVERY MONTH**

The BAZAR also publishes twice a month patternsheets with outline patterns, besides issuing a limited number of

Cut Patterns at a Moderate Price

Morning Costumes **Evening Costumes** Visiting Costumes Bicycle Costumes Golf Costumes

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Fuel These Bitter Days.

MANY FAMILIES IN NEED OF WARMTH

secretary Laughland Reports Some o the Cases He Has Personally

Looked After During the

Last Two Days

"More coal, more coal," is what the chimes that are already announcing the merry Christmastide are dinging in the ears of Secretar, Laughland of the Associated Charl-

That same doleful sound is clanging in the hearing of many a shivering family within Omaha's city limits and Secretary Laughland is hoping and praying that the clang that is so clamorous to him may rise until it strikes upon the ears of more fortunate citizens so that by Christmas morning the church bells will sing with glad acclaim "Peace on earth, good will to men," instead of the present dolorous chorus.

Coal is what is needed by the poor, and particularly the sick. There are calls for clothing and food, but they are being satisfied. But there is a sad lack of black dia fied. But there is a sad lack of black diamonds in the sheds of the Associated Charities and there is much demand. Two hundred tons will be needed to tide over the winter at the lowest estimate. The fund is empty, with the exception of some replenishment that was received yesterday. The Young Men's Hebrew Benevolent association has promised a donation of \$50 and a private individual has forwarded a check for \$100.

There must be more.

much from families in health. Men in health have been able to secure work during the fall, but this cold snap has even compelled them to look with dread upon the cold them to look with dread upon the cold weather. Secretary Laughland is supplying such as he can, but he is finding difficulty. Myrtle C. Hamblin, Omaha He has hardly any work left in the wood-yard, for this is piled high with cut wood. But the eccretary is not worrying so much over this class of people. His heart aches for

COAL FOR THE SICK FOLKS the sick and those unable to work. The county furnishes such with half a ton of ecal a month, but this amount is entirely inadequate in weather such as this. It is to help out these unfortunates that the 200 tons of coal is wanted and is absolutely necessary.

SOME SAMPLE CASES.

Secretary Laughland visited one case yesterday afternoon. The family consisted of ten, the father and mother and eight children. The mother was confined not more than a week ago. The husband must stay at her side during her illness, and cannot seek the work which might replexish the coal pile. When the secretary visited this family there was not a bucketful of coal left, and the head of the family was in despair. The fuel was being put into the stove a small lump at a time in order that the supply might be strung put as far as possible, and the heat furnished was entirely insufficient to keep the woman warm.

Another case was visited Thursday. The family here consisted of an aged couple and a daughter. The woman has just left the hospital. The husband is too weak to work. hospital. The husband is too weak to work, and, in fact, too weak to care for his sick wife. Therefore, the daughter must stay with them in order to look after their needs. Here also Secretary Loughlin found not more than one bucketful of coal left.

Yesterday Secretary Laughland went to see another group. In a scanty room were gathered a mother and three children, the oldest not yet 5 and the youngest 2 years of age. The woman is threatened with pneumonia. Yet they had no coal and the doore. For lack of warmth the woman may be taken with the dread disease; the little ones were shivering and crying with the

Marriage Licenses. The following marriage licenses were sued yesterday by Judge Baxter:

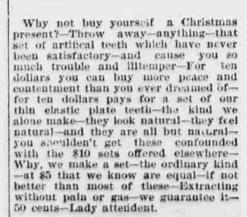
Our framed picture auction has asumed enormous proportions—people that know values-realize at once that this is the one opportunity of a life time -we make no reserve on these pictures -you make your selection, the auc-tioneer takes it and the highest bidder gets it-no matter what that price may be—but in the rush for these pictures we don't want you to forget that we are the plano sellers of Omana-that we've made big reductions on every plano in the house-not one but that we've cut the price on-We can deliver any piano were about twenty couples present. The success of the event was due to Messrs. Clarence Canany and Ralph Moody. Replano—Our prices on them show that at freshments were served. on the floor before Christmas-We are once.

> A. HOSPE, 1513 Douglas MUSIC and Art.

POCKET KNIVES. Well rather-you may have seen pocket knife displays before, but you've never seen anything like the one we're making now-no not in your life-A new shipment just received-and added to our already large line-Pocket knives made by the best manufacturers of the world-Pocket knives in all shapescolors—and sizes—200 entirely new pat-terns—and the price range is 25c—35c— 50c-75c-\$1.00 and up to \$2.50 for the very best knife made—maybe you think this isn't a good place to buy Christmas knives-We are also showing a big assortment of those soft-pliable-strong baskets-Made by real Indians-beautiful in shapes and designs-baskets for

A. C. RAYMER, BUILDERS' HARDWARE HERE 1514 Farnam St.

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